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THE BROAD AX

5 CENTS per copy

VOL. XXVII. CHICAGO, ILL., SATURDAY, JANUARY 14, 1922. No. 17

Commodore Ferdinand W. Peck Lauds Mayor William Hale Thompson, Condemns Proposed Subway, Advocates Monorail System of Transportation at Meeting of Local Transportation Committee at The City Hall Last Tuesday Morning.

Noted City Officials and Others Present at Meeting.

Aldermen Schwartz, Chairman; Hogan, Bowler, Toman, Franz, Wallace, Shaffer, Guernsey, Byrne, L. B. Anderson, Lynch; Samuel Insull, representing the Chicago Elevated Railways; Britton I. Budd, President, Chicago Elevated Railways; Gothard Dahlberg, Assistant Corporation Counsel and former Speaker of the House, 52nd General Assembly; Major Kelker, Engineer, Department of Public Service; Mr. Burgee of the Chicago Surface Lines; Mr. Hornstein, Assistant Corporation Counsel; Mr. Flanigan, Department of Public Service; Alderman Powers; Mr. Mock, Engineer, Chicago Elevated Railways; Mr. Tousey, Board of Supervising Engineers; C. V. Weston, Chicago Surface Lines; Frederick Deiser, Secretary, National Suspended Monorail Company; Commodore Ferdinand Peck, "Chicago Builder"; Morris Lewis, Private Secretary to Commodore Peck.

After presentation of the position of the Elevated Lines, by Mr. Insull, in which he advocated the extension of the present elevated system and expansion of the surface lines for temporary relief and the adoption of a system of subways as a solution of the transportation problems of the City, Commodore Peck was introduced by Alderman Schwartz. The Alderman said:

"Commodore Peck is with us. He is the oldest native born citizen of Chicago, with the possible exception of one; the Commodore built the Auditorium, the Exposition of '93, and has contributed to many other great civic achievements in the city of Chicago. Now, he is interested in transportation, and the Committee has asked him to present some suggestions to us, which we are glad to hear.

Commodore Ferdinand Peck: Mr. Chairman and gentlemen of the committee, I am here by the courtesy of your chairman. If there is no prohibition law that prevents a man from standing up, I shall stand up.

The Chairman: It depends on what he has got in his hip pocket, Commodore.

(Laughter.)

Commodore Peck: I have none just now.

Ald. Bowler: That is too bad.

Commodore Peck: Two years ago I appeared, by request of the committee, before the Transportaion Committee appointed by your Mayor. I spoke on this subject, transportation of my native city of Chicago. That was two years ago. I have devoted much of my thoughts and time since to the careful study of that problem.

I have been in New York as much as I have been here during that period. I have ridden on those surface lines and elevated lines, and the calamitous subway, calamitous subway, I said, many times. I think I understand city transportation. I am not here to go into details or suggest financial methods. I am not here for a detailed analysis of any figures that will annoy you or bore you. I am a concise man. What I have to say will be in a few words. Yes, gentlemen, I am practically the oldest native born citizen of this great metropolis. I am entitled to no great credit for that. True, indeed, I am proud of it, but my mother and father had more to do with it than I had. (Laughter.)

I have seen Chicago grow from twelve thousand people to three millions—probably unprecedented in the lifetime of any living or dead man. I have seen its progress and tried to do my bit towards its advancement and prosperity. I have devoted 80 per cent of my life to the betterment of the people of Chicago, for which service I have never received one dollar, directly or indirectly, or in stock or bonds. I devoted four years to the Auditorium, four years to the Columbian Exposition, and administered the Auditorium for sixteen years; have been at the head of the Board of Education and have executed many other public trusts.

Now, I mention those things not in a conceited or boastful way, but to show you why I feel I have a right to be here and say a few words on this all-important subject of transportation in my native city.

The Chicago Tribune claims to be the greatest newspaper in the world. I think it is the greatest in this country west of the Allegheny Mountains. But, gentlemen, remember that New York is east of the Allegheny Mountains, and when they say in their headline every day, "The World's greatest newspaper," they forget New York and that the New York Times and some other papers exist.

Now, at the top of every Tribune editorial page you will read these lines in fine print: "Let us have the subway now."

Well, now I am a "now" man. I rarely do on Tuesday what I can do on Monday. The exposition was built in four years; it should have taken ten. The Auditorium was built in three years; it should have taken eight years, and I am mainly responsible for both achievements; therefore, I am a "now" man, and most desirous that Chicago should no longer delay the solution of the great problem of transportation. I do not think that the gentlemen who represent that great newspaper have mastered the subway problem, or what it means. I do not think that one-tenth of the people of the city of Chicago comprehend the subject. I have made a study of it, and I think I understand what it means. It means an indefinite delay in solving our greatest need in our city, lack of transportation, for a period of ten or twelve or fifteen years, to construct anything that is adequate in the way of a subway to lessen the congestion in our city.

Now, gentlemen of the committee, in my judgment it will cost not less than one hundred and fifty million dollars, and perhaps more than two hundred million dollars, to produce a subway that will relieve the situation.

Now, twelve to fifteen years time, and from one hundred and fifty to two hundred million dollars is a very serious proposition. Then, gentlemen, remember, if you please, that there are physical difficulties. In New York, the subway was hewn through solid rock, blasted, and they knew what they had before them, while in Chicago, this mud and morass, out of which this great and magnificent city has risen, is an indefinite proposition. We do not know what we are going to strike, and I say to you, gentlemen, for God's sake don't venture needlessly into dangerous fields—fools rush in where angels fear to tread.

If there is any substitute for this subway which everybody is talking about, as well as the Chicago Tribune, let us have that substitute before we plunge into the ills we know not of and blindly grope our way through an unknown forest the limits of which are so indefinite.

Gentlemen, I am an enemy, a bitter enemy, of the subway.

Now, I am going to give you a little illustration. Suppose that a subway were built. What is the situation? What of the fine girls in Marshall Field's store? Think of the splendid employees behind the counters of Carson, Pirie, Scott & Company's store, the Boston Store, and the Fair, and, yes, Rothschild's, the splendid girls in our offices and in our mercantile and manufacturing establishments! After they have worked all day behind the counter, yes, in discussions with their customers and their voices exhausted, think of them going down into the gloomy, mist-like, miasmatic hole. And then they wait for a train. The roar of the cars in that circumscribed tunnel is terrible. They are in a state of exhaustion, these girls of Chicago, when they reach their destinations, want to go home peaceably, quietly and safely. Think of them! They get into the car. They talk to their friends. They are nearly ready for the insane asylum when they get to the other end. We do not want to fill our asylums that way.

Recently, in New York, I was at 42nd street, and I said to my friends, with whom I had a business conference, an important conference, "I must be at Wall street in twenty-five minutes. How will I get there?" They said, "Right around the corner is the subway." I went, gentlemen, with all my prejudice against it. I got on the train after waiting, distracted as the roaring trains rushed, which made me nearly crazy, in that gloomy, dark, noisy tunnel. Gentlemen, remember that trains in a tunnel that has a roof are not trains on the surface, or trains on the elevated. It is the difference between peace and hell. One is heaven compared to the other. Well, when I got to Wall street I met a friend on the car and I conversed with him all the way down, as I had important business with him. When I reached Wall street I couldn't speak out loud and I said, "For God's sake, where is the nearest insane asylum. Gentlemen, that is one experience with the subway.

I doubt whether the Tribune writers have ever ridden on the subway in New York. (Laughter.)

Ald. Bowler: I cannot help but look as Oscar Hewitt.

The Chairman: You speech will be accurately reported, Commodore.

Commodore Peck: Well, gentlemen, I call things by their right names. I didn't say "The Chicago newspapers." I said "The Chicago Tribune." I wish they would criticize what I have said, or will say. If they do, I will answer them. (Laughter). Is the Tribune represented here?

Ald. Wallace: Oh, yes, Oscar Hewitt is here.

The Chairman: Will the representative of The Tribune stand up so that he may be seen by the Commodore? (Laughter.)

Commodore Peck (addressing Mr. Hewitt): Please do not omit what I have said before this Transportation Committee on this subject of the subway. The people do not understand the serious features of the subway. They said, "Give us the subway now." Yes, the thoughtless people say, "Well, why don't we have it?"

The Chairman: Well, there is one thing, The Tribune won't forget anyway, Commodore, and that is that you say it is the greatest newspaper west of the Alleghenies. That is quite an admission.

Commodore Peck: Well, I will admit that, and I am proud of the Tribune, but when they compare themselves with the great dailies of New York, and especially the New York Times, they claim too much. (Laughter.)

Now, gentlemen of the committee, we must have relief for this congestion. The greatest problem, and I don't need to tell you gentlemen, who have studied it probably more than I have, the greatest problem before this community is the question of the transportaion of our wonderful citizenship, now three million and one hundred thousand, while in New York there are five million six hundred thousand, almost double our population, and growing more rapidly than we ourselves realize, which makes the subway there an essential evil.

And, gentlemen of the committee, it is our rapid growth which causes the increases in taxes every year. I am a large taxpayer, but I never kick about it, because I realize that it is owing to the growth of the city, and I know that the taxes must be larger, much larger every year. That is by reason of the growth of the city itself and it does not mean mismanagement, extravagance or mal-administration. and it is not by reason of the administration of our city, which is a splendid one, in my opinion, including the Mayor, who is the greatest and most constructive Mayor, in my judgment, that the city of Chicago has had in sixty long years, and I have been personally intimate with every one of them.

I am willing to be quoted in making that statement. (Laughter.)

Ald. Bowler: You are all right.

Ald. Guernsey: You will have to answer the Tribune in the Republican.

Commodore Peck: There is not enough room for that, but I take my hat off to the Republican, as well as I do the Mayor.

Ald. Guernsay: You can see it right up there.

Commodore Peck: It is a patriotic paper.

Ald. Guernsey: You can see it right up there. (Indicating.)

Commodore Peck: Yes, I see it. It is the Republican's representative here. (Laughter.)

Ald. Guernsey: Yes, in great numbers.

Commodore Peck: I did not think this was a Bill Thompson committee, and I did not know whether the Republican was represented here or not.

Now, what is the remedy? What is the remedy? Gentlemen, I am willing to face the skepticism and prejudices that exist against any new form of anything in this world.

In my judgment, gentlemen, your complete remedy is the monorail, and I want to say, before I go any further, I haven't the slightest monetary interest in it, either directly or indirectly. I haven't a share of stock, but I have given it much thought, and I have talked with many eminent engineers on the subject. That is your complete remedy for all your difficulties in my opinion, your five-cent fare, and every other transportation problem.

It will cost, to build the subway, as I have told you, to give you something like an adequate system of transportation, say eighty miles, one hundred and fifty million dollars, and yet, people, they talk about building an adequate subway with the surplus that is coming from the elevated and the surface lines, that paltry thirty-six million dollars that is now in the city treasury. Why, gentlemen, it is ridiculous. That would build only a mile or two. It will cost two million dollars a mile at least to build the subway, and eighty miles would be one hundred and sixty million dollars.

Ald. Guernsey: Well, we don't care for a few million here.

Commodore Peck: No. (Laughter.)

Now, the monorail can be built, one hundred miles of it, a complete system, for thirty million dollars, and that can be done in two and one half years, as against one hundred and fifty million dollars more or less, in twelve or fifteen years, and with an uncertain outcome in case of the subway.

Gentlemen of the committee, I have come here today to plead for my fellow citizens of this great commonwealth of the city of Chicago and to beg of you to spend, out of the City Treasury, out of that fund, the insignificant sum of a million and a half or two million dollars to build a test line of say six miles, which can be done, gentlemen of the committee, in eight months, and if you do not authorize or recommend that to be done, why, it is criminal, and you are not properly representing the great trust for the people of the city of Chicago that has been placed upon your shoulders. Gentlemen, you owe it to the people of the city of Chicago to try it.

The German system has been in use, and has been very thoroughly approved by every one that ever rode on it for the last thirty years. I have seen and talked with many of those who have ridden on it, and they have never had one single accident, or injured a passenger in thirty long years, and they rode at the rate of seventy miles an hour, and with perfect safety, and with perfect comfort, and almost noiseless. Almost noiseless. Gentlemen, think of that, and consider the nerves of the people of Chicago and have respect for them. We don't want to fill our insane asylums with these splendid girls I have spoken of, and our citizens of this great and magnificent city by transporting them in that underground, passageway hole, in that chaotic bedlam of noise that fills that awful tunnel.

Now gentlemen, I have investigated the subway thoroughly, and I have seen the report of the Chief Engineer of the New York Central Railroad and of the Pennsylvania and of the Missouri Pacific and other eminent experts and they all give a complete endorsement, and they all advise the monorail system for the city of Chicatgo.

Now, I have in my pocket letters of endorsement from many experienced people, among them Mr. Van Housen, who was, for many years, the Chief Engineer of the New York Central Railroad and of the Pennsylvania. Gentlemen, he is entitled to consideration. I do not ask you and I would not ask you to follow simply the opinions of a local engineer of the city of Chicago. No. But these are all men of national, international reputation, men who will definitely state what they think about the monorail, and insist that it is a practical proposition to solve this terrible congestion in the city of Chicago. Then there is Mr. Slifert, who was the assistant to General Goethals, who built the Panama canal. He was the chief engineer. He was general superintendent of the Rock Island Railroad and general manager, and then he was assistant to General Goethals who built the Panama canal. Then there is Mr. Smith, who represented the Missouri Pacific Railroad, and Mr. Turnbull, who, up to within a few weeks, has been the chief engineer of the Missouri Pacific.

And here, right here in our own city, is Javis Hunt, who made an argument five years ago in behalf of the monorail, and he is of the same opinion, only in a stronger manner than five years ago.

Ald. Bowler: Who was Hunt?

Commodore Peck: He was the architect of the city plan, and the city plan expert, and he constructed most of the railroad terminals here, to a large extent at least. Now, there

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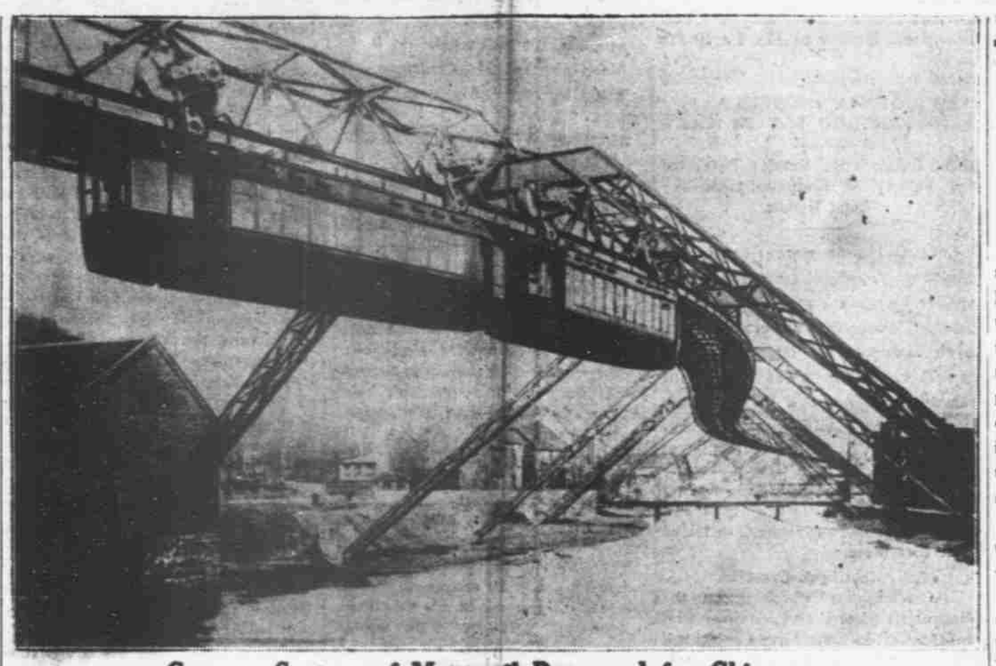

German System of Monorail Proposed for Chicago

TOURISTS IN "GAY PARIS" (FRANCE) —BIRD'S-EYE VIEW OF THAT ARTISTIC AND ENCHANTING CITY

By BEATRICE E. LEE, Ph. B.

PART FIVE

Our drama is broader in aim and represents more phases of our own life. On the mere business side of the theater we are better organized if somewhat more mechanicalized, though that is not fundamentally important. The average of our "mise en scene" is higher and our acting in certain lines more varied as to types, though not always played with such an admirable ensemble.

Yet theater-going in Paris is stimulating: there is a charm about it which is undeniable.

The most important and interesting theater from the American visitor's point of view is the Grand Opera, where classical opera, with occasional ballets are produced in magnificent style. The higher-priced tickets admit the holder to the grand staircase, foyer, and reception rooms. It is usual and customary to promenade the building during the entr'actes in all the principal theatres; and at the Opera, this is especially desirable as the decorations form one of the principal attractions.

The intervals between acts are much longer in Paris than is usual in America, but this is one of the features, which is appreciated by the French play-goer, as he has a partiality for promenading the theater, conversing with his friends, and taking refreshments by way of diversion.

There is another essentially French entertainment producing comedy in its broadest sense, interspersed with outrageous farce. Ludicrous "situations" not always within the limits of American notions of propriety, form a staple feature. At the Follies Bergere and Casino de Paris, there is a revue which lasts all the evening. The winter garden forms a popular promenade between the performances.

Smoking is allowed in all parts of the building. Women in France are not adicted to smoking, as they are in England.

There are, also, a number of places of amusement, known as cafe concerts, where prominence is given to facilities for drinking and refreshment during the performance. The Ambassadeurs on Champs Elysees is the most popular, being essentially Parisian in the quality of its entertainment, the audience frequently joining in the chorus of any well-known popular melody.

The Nouveau Cirque is an equestrian entertainment, and is decidedly the best circus in Paris. The performance is of the nature one would at a circus, so far as the first portion is concerned. A novel feature peculiar to Nouveau Cirque is the introduction of "Aquatic burlesque." During the interval, the floor of the arena is lowered, forming a basin or pond in which a number of the performers are constantly making a fall or plunge, in unsuitable attire at unexpected moments.

An interesting aspect of Paris is the so-called "wild night life." The Paris night life is enough to upset anyone. A great many moralists censure American tourists for risking their health, reputation, and lives for new sensations. In defense of the situation as it is one can say "Paris is Paris," and why should anyone expect the American women to fail to participate in the Parisian life, no matter what it is. It depends on the stamina of the women whether they suffer from it.

When the American woman comes to Paris, she checks prudery at the port, according to moralists, and intends to enjoy whatever the town has to offer. It offers amusements and joys such as are unknown in New York—the world's best champagne, the sofest music, the brightest lights, and the finest imaginable perfumes. It is true that some young girls get excited. In this case, their patents should take care of them, and return them to their homes. But no one can change Paris.

The most shocking thing is the patronizing of flashy restaurants by unescorted French women. This gives strange men an opportunity to accost them. In many restaurants, one sees a beautiful and refined American girl sit down and quickly thereafter permit a total stranger to make her acquaintance. In the U. S. A., "No." A drink, a dance, another bottle of wine; a suggestion that more fun can be had elsewhere and the pair go away to other and gayer restaurants and worse. The champagne palaces could not exist, if it were not for American patronage.

The majority of tourists attend only the summer shows in Paris. These are terrible, but so are the winter shows patronized solely by French people. All tourists visit the world-famed Follies Bergere, where the performance is absolutely shocking. The arrangement of the theater proves that the only object of the revue is to stir the senses.

Tourists dance a great deal in the Paris restaurants, where, of course, there is a luxury and an abandon that shock sensitive people who think of war-stricken France. Sometimes the crowd is wild, with champagne flowing, and women in the filmiest of garments.

Parisians say Paris, during the summer months especially, is no longer Paris. It belongs to the Americans, and to a class of Americans such as was not seen here before the war. Because of the so-called "Present Wave of Immorality," many of the Americans who had lived in Paris, as the art and cultural capital of the world are leaving forever.

But Paris will still be Paris, with its painted women and shocking night life. Dancing goes on, and American adventurers into the realm of gaiety, and those catering thereto, are now changing skating rinks and ice palaces into smart champagne dance halls to entertain and amuse the rich men and women tourists who annually monopolize the French capital.

THE END.